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Incidents of a Whaling Voyage, around  
Cape Horn in the Ship-

Ploughboy [1848-49]

(of New Bedford, Mass.) Thelou Master

[By an Educated Member of the Crew  
from New Bedford, Mass.]

Ship "Ploughboy" 391 Tons

sailed June 16 1848

- Lost near Tombes 1849



Accidents of Whaling  
Capt. Thomas W. Smith  
New Bedford

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June 16 - Reached the ship about 12 o'clock. she was then going at a good rate with a fine breeze. I changed my clothes and set to work immediately. a short time after I got on board we were called to dinner. I followed the others down in the fore-castle expecting to have a good dinner, but I was disappointed for I found nothing but a kind of paste which sailors call "duff" and which they eat with molasses. I tried to eat some, but could not, so I dined on biscuits. I did not feel at all sea sick, but I was very lonesome. At sun down all hands were called aft and Capt<sup>n</sup> Thelon addressed them. after he got through the watches were chosen and I was put on the larboard watch under the first mate. At night we laid our course to south by east with a free wind. during my watch we saw a steamer apparently asleep on the ocean, but she suddenly ~~she~~ fired up and was soon out of sight to windward. she was probably bound to New York. The watches on board ship are changed every four hours. there are 12 men in each watch; one night one watch is on deck 8 hours and the next night four. The crew are a pretty good <sup>set</sup> of persons with the exception of one or two, who are rather disorderly. but every one seems to be in good spirits. I was very much pleased with the ship. she is a first rate sailer. Supper went off the same as dinner with me. I could eat nothing tho I tried everything. I could not drink any tea or coffee. so I supped on biscuits. I went to bed at about 8 o'clock but before I could get to sleep our watch was called and I was thus obliged to go on deck and keep watch. I looked all over my clothes and other things to find a letter to send to mother but I was unable to find it. The weather was very fine all day. and we were out of sight of land at sun down. The going down of the sun is indeed a grand and magnificent sight and one well worth seeing. The night on the ocean was very pleasant. the ocean calm, and the weather warm, with a



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refreshing breeze, but I could not enjoy it, for my thoughts were in New Bedford with those I left behind, and I felt pretty homesick. day finally dawned but I had no sleep.

June 17. In the morning we found ourselves on the edge of the Gulf Stream, the weather was calm and pleasant and all things orderly on board. Two men were sent at the mastheads to look out for whales, one on the foremast and the other on the mainmast. Every one has his turn at the masthead, and the watch up there lasts two hours. The rest of us were employed in getting the boats ready for action and prepared to catch any whale that might come in sight. At noon an observation was taken, and we found ourselves in the latitude of Sandy Hook Light, St George's Shoals, bearing North east. We were pretty busy all day and every one seemed to work with good will and all appeared in fine spirits. The weather towards evening was calm and refreshing, the moon rose in all its splendour, and we had another beautiful night on the ocean. When every thing is quiet on board ship at night, the stars shining &c. there is much to make a person thoughtful, and I felt so indeed, my thoughts were on anything but a pleasant subject, but they did me much good, I thought of my past conduct, on the sorrow I had given my kind parents; I saw the danger I had been in, or I thanked divine providence more and more and I arose fully determined to follow a new course. There is also a great deal in a seafaring life to make a man religious; the glorious ocean, spanned by the sky, the heavens at night gemmed with stars, the sun his guide by day and the moon and stars by night may well lead men to reflect on the Being, Creator of these stupendous works. man is also lead to cast a glance at himself and see how far inferior to that Being he is, how unworthy he is of that kind Father of all men, he is lead to think of the future



and he trembles at the thought for he is not ready to meet his saviour face to face, he then sees how desirable it would be to be always prepared as much as it lies in his power, and being desirous of enjoying future happiness he takes the resolution to change his course of conduct and follow that which becomes a christian. Always conduct be yourself before men so as to deserve their esteem, and command their respect for one happy in himself is happy every where; and the following maxim is but too true. "Our own happiness we make or find." A vessel bound on a long voyage like ours reminds one of a little republic, in which each one depends more or less on the efforts of the other, the Captain acts as Governor, and the crew constitutes the people, over whom he exercises his authority. as he thinks best, he makes common interest with them, and this is one reason why these vessels are generally successful. I have not yet been able to devote myself to study, but in a few days the midships where I sleep will be cleared and fixed up so that I can study. I have not yet been sick and think I will get along pretty well. The weather was very fine all. a great many of the crew are sick. Latitude  $40^{\circ} 27'$  longitude  $69^{\circ} 20'$

Longitude west  $60^{\circ} 37'$

June 18. During last evening light breezes prevailed, and the Sunday ship made but very little headway. During our watch on deck we saw two ships bound in, but they were at too great a distance for us to speak them, one had a French flag and the other a Dutch one. When I awoke this morning I was much surprised to hear hammering and on going on deck I found all at work. The Captain told me that we would have to work to day so as to finish preparing the boats for service but that hereafter there would be no work done on sundays. The weather was very fine, and we were almost becalmed, a light breeze however soon sprung up from the



westward. we were pretty busy all day in the  
amidships getting out provisions and other  
necessary things. I saw the medicine chest and  
thought there was plenty of everything. during the  
afternoon I was busy with Henry Phelon and  
Mr Pell, sewing some old canvases. At noon  
an observation was as usual taken, and we found  
ourselves to the eastward of St George's Shoal. We  
saw a great many black fish, they measure  
from ten to fifteen feet, we may yet have a  
chance to catch some of them. they hold abou-  
two barrels of oil. Our officers seem to be expe-  
rienced men, and are very good men. At about  
10 o'clock it commenced raining with a strong  
breeze from ESE, the ship going along at a fine  
rate. On going at the wheel I soon learned how to  
steer and found that the ship steered very easily  
indeed. Our boats will be ready in a few days  
and we will then have a chance to practice  
rowing. At sun down we were steering E by S -  
the weather being damp. I do not yet feel sick  
but I cannot become reconciled to the meals.

June 19<sup>th</sup> Steered during last night E by S with light winds.  
Monday - The first view of the sea at morning is refreshing all  
is stir about you, the cooper and carpenter busily oc-  
cupied, the steward stirring around and the crew  
working at old sails or other things. Four of our  
boats are now ready for action and should a  
whale come in sight he will have a hard pull  
for his life, as we have experienced steermen and  
harpooners, and every one is very anxious for the  
sport. At noon an observation was as usual taken,  
but I was not able to procure it, the ship was  
then going at a good rate with a fair wind.  
During the afternoon I was occupied making  
what sailors call "senate" which is a braid of  
nine strings of rope yarn, for reefing small boat  
sails, this is the first rigging I ever manufactured,  
and tho it seemed odd at first I however soon

Latitude 40° 30' - longitude in 67° 20' - west

Latitude 40° 33' longitude 68° 26'



got into it. After supper I spent an hour or so conversing with young Shelton and Mr. Bell upon different subjects. I must try to cultivate the acquaintance of Mr. Bell. I went up to the top of the main mast today for the first time. I felt a little afraid at first but soon got over it. We today made 180 miles and at noon were in the latitude of Sandy Hook. Steering all day E by N. I have not yet been sick.

June 20 - During last night the winds were extremely light.

Tuesday - and nothing of interest occurred. We were not quite so busy today. Nothing occurred during the day everything being in order. After supper the wind hauled a little more to the southward and freshened up, we shortened sail, reefed fore, main and mizzen top gallant sails and clew up the mainsail the ship sailing in good style, course east. We today made 168 miles. After supper the musical party of the crew assembled and gave us a series of waltzes, comic songs &c. the band consists of a bango, two violins, a tambourine, a fife, and a flute and I was amused by the evolutions of two negroes we have on board.

June 21 Our course last night was to the northward, the Wednesday. winds were light but favorable and the weather fair. This morning I was placed at the wheel for the first time and soon got into the way of steering. The observation taken at noon showed us to be a little to the north of Sandy Hook. we today made about 190 miles - the evening was very pleasant - did not feel at all sick.

June 22 During last night our course was S by E, we Thursday - had fine southern winds - the night was very fine indeed - and it was very pleasant on deck. the sight of the ocean was magnificent. This morning we were going E by S at the rate of 6 knots or more - the wind soon freshened up and we went on at the rate of 8 knots. At dusk we saw a large ship in the distance bound in, and we exchanged lights with her.

Latitude 40° 48' Longitude 60° 51'

Latitude 41° 38' Longitude 58° 16'

Latitude 42° 12' Longitude 56° 25'



June 23. This morning ship going at a fair rate say about Friday - 7 knots, the weather was damp and unpleasant, no work going on at all, all hands in good humor - shortly the breeze stiffened up somewhat and we rocked a good deal but I did not feel sick. At noon we found ourselves to the Northward of New Foundland Banks distant about 150 miles - The wind increasing we shortened sail, double reef foretop sail; take in jib, mizen topsail, mainsail and spankers; it then rained pretty hard and the wind increased we then took in main topsail and laid to, under fore and main staysails and double reefed topsails - ship behaves very well indeed. We today saw a large number of black fish, and as this is a good sign for whales, we all expect to have one soon. We came in sight of a big sailing vessel, studding sails kept in sight of her about 3 hours. Our course today was southeast, we made over 170 miles in the last 24 hours. It rained pretty much all day - not sick

Latitude 42° 12'  
Longitude 56° 25'

June 24 Last night being quite stormy we laid to and Saturday - made but very little headway. The weather still stormy this morning - during the afternoon we let out both reefs in fore and main topsails and the ship moved faster but the weather was dull. Nothing of interest today, evening was a little more pleasant, we are still in the stream and head to the northward. We made about 75 miles to day - could make no observation on account of the weather - not sick yet.

Latitude 40° 48'

June 25 Last night was pretty stormy. This morning all Sunday quiet, no work going on. The crew assembled in groups conversing, and telling yarns, I passed most of the morning conversing with Mr Bell and the 3<sup>d</sup> mate. In the afternoon the wind falling again sprung up, we set to work taking in sail, we reef the fore topsail, close reef mainsail and take in our reef main topsail. After supper

Latitude 40° 53'



the weather was more pleasant and it being my watch I remained on deck, listening to the yarns and jokes of the sailors. During the day saw several sunfishes they are very handsome being some 4 or 5 feet long. We steered east all day. Many of the crew sea sick but I do not feel at all sick, may it so continue.

June 26. Last night was rather stormy, but towards morning Monday it cleared up somewhat and the weather promised to be fair. Our course last night and this morning was to the east. This morning I was again placed at the wheel and stood there two hours, while there the mate told me to alter the course to south east by south which I did and we steered that course pretty much all day. The weather was very pleasant and all hands worked cheerfully, all being in good humor and well disposed. At about half past ten the cry "There she blows" was several times repeated, this is cry when a whale is seen in the distance from the masthead. As soon as that cry was heard you might have seen all hands the officers included running about the ship to look for the whale, the mate as is usual in such cases ran up the rigging to see what caused the alarm, when the whale proved to be a number of porpoises, and the crew slowly returned to their work. At noon the Captain told me to bring him my quadrant, which having done he showed me how to use it, and I myself made the observation and found that we were in latitude <sup>40</sup>~~40~~° 16' standing south east by east. It is the Captain's intention to cruise around these latitudes for a month or so before going to the Western, and I hope we will then be able to send home at least 200 barrels of oil. I exercised a great deal on the rigging in the afternoon going to the mast head and running out on the end of the spars. I was rather frightened but went right ahead as the captain

Latitude 40° 20'  
Longitude 40° 48'



was looking at me and I did not want him to think I was afraid, I soon got into it however and can now go all over the rigging without hesitation. I must try to learn the names of the ropes soon as I do not understand the officers when they name them. I begin to think I will not be sick. Towards evening it became cloudy and rained a little, we furlled the foretopgallant-sail, and reefed the main topsail, and I helped in doing both - it is very easy. I have not had much chance to study yet, but the Captain says he will see that his son and I have time enough to do so, Mr. Fell also feels inclined to study and between us three, I expect to pass some pleasant hours with my books.

June 27. I got up this morning at seven o'clock after 14 Tuesday hours sleep and went on deck - where I found everything going on in order and the weather pleasant. After Breakfast the mate told me to go to the foremast head and look out for whales; this is what is called going to masthead on the lookout; the watch up there is for two hours and every one has his turn - this was my first masthead, and I enjoyed the cool breeze for two whole hours without seeing anything, after my time was up I came on deck and a short time afterwards, my successor saw a sail at a great distance and reported it to the captain she was a barge and we thought bound to the West Indies as she was steering to the West. An observation was taken at the usual hour, but being busy at some work, I could not be present to make my own, and when I got through with my work it was too late. Our course today is south east by south, the weather pleasant and the winds light - we are going about 3 knots an hour. I loaned Mr. Fell my Sheet Anchor and he finds it very interesting, he intends studying navigation with me, and it is my intention to apply myself to that study.

Latitude 20° 00'



as much as possible. It rained during the afternoon towards evening. Mr. Pell, who is rather weak minded had an attack of craziness, and spoke pretty harshly to the Captain and Mate, who were conversing with him. This gentleman partly from the loss of his mother and partly owing to dissipation has lost his mind. He attempted to kill himself twice but unsuccessfully - once he cut his neck from ear to ear and the second time he tried to shoot himself - he was placed on Blackwell's island where he remained and was released a short time only before he sailed. This is one of the many terrible ends to which dissipation may lead a person. Several sails were seen in the distance, but they were at too great a distance for us to make them out.

June 28 - Last night the weather was pretty fair, but rather Wednesday - damp - our course during the night was to the westward. When I arose this morning the first thing that struck my ear was the cry of "sail ho" and going on deck I saw a vessel about a mile off steering our course - she was under all sails, and evidently endeavouring to pass us - she was however no match for us and we were soon out of sight - the vessel proved to be a whaler. Mr. Pell still labors under his attack and imagines strange things indeed - for instance - he imagines that the Captain ordered him to leave the cabin and take up his quarters in the steerage - and laboring under that impression he took all his things from the cabin and came into the steerage, where not finding any empty berth he lays his mattress on the seamen's chests and there sleeps very uncomfortable I should think - I felt homesick and downhearted all day to day, and many a time wished myself home again. In the afternoon it being my turn I went up to the fore-mast head to look out for whales but while up there did not see anything worse <sup>than</sup> noticing. After supper we saw a large whale, which passed very near the ship, but it not being the kind

Latitude 40° 35'



we want, we allowed it to pass unmolested. The weather throughout the whole day was very unpleasant - it being foggy and damp the greater part of the day and little of any consequence was done. Our course to day was to the southeast by south. June 29. The weather during last night was much fairer than Thursday anticipated - the ship was put under easy sails and our course was to the east south east. Rested well during the four hours which were given me, and I arose this morning at half past three in much better feelings than yesterday. The weather to day is beautiful and reminds me of a fine spring day in New York. The atmosphere is exceedingly clear and the calm blue waters of the ocean are disturbed only by a fine refreshing breeze I have never seen more beautiful weather. We were pretty busy all day and everything about the ship goes on in good order, the crew being contented and working cheerfully. Observations as usual were taken but being busily occupied I was unable to procure <sup>any</sup> but we are not far from latitude 40°. I have not yet seriously begun my studies there being as yet no opportunity for so doing and I long for the time when I will be able to sit down and ponder over my books.

June 30. Last evening and during the whole <sup>night</sup> the weather Friday was fair and it being my watch on deck I spent a very pleasant night conversing with the third mate who is a very nice man indeed. The sea was calm and shone like a looking glass. Our course during night was south east by east and towards morning it was changed to the north east. I was at the wheel this morning for two hours after which I went up to mast head for a couple of hours but saw nothing of interest. Nothing occurred today worth noticing, we were pretty busy all the time and time passed away imperceptibly. I was not so much homesick as before. Towards evening we saw several fin back whales. This is a good sign for sperm whales & we hope to catch some soon.

Latitude 40° 14'

Latitude 40° 58'  
Longitude 75° 26'



July 1<sup>st</sup> Last night was as pleasant as any one  
Saturday - could well wish and we proceeded well  
on our course the wind being fair - our course was  
south east by south. This morning was rather  
unpleasant and it rained a little. Nothing of  
any kind of interest occurred to day save the sight  
of several sails evidently bound home, but there was  
no chance of speaking them so I could not send  
home any letters, tho' I have them ready for any op-  
portunity which may offer. It is now two weeks since  
we sailed and it seems to me like a year

July 2<sup>d</sup> Early this morning the cry "there she blows"  
Sunday - was repeatedly heard from the mast head -  
and on running up the rigging the mate discerned  
three sperm whales about a mile off right ahead of  
us. the captain and all hands were called in an  
instant and they were just about to lower the boats  
when it began to rain pretty hard. I was ordered  
to go up to mast head and watch the movements  
of the whales. it rained for upwards of an hour very  
hard indeed when it subsided. but not before I  
had got completely drenched - the boats were then  
immediately lowered and manned and pulled a-  
way from the ship. I had the mortification of seeing  
~~the~~ <sup>the</sup> boats go off and I not in them, the reason how-  
ever was obvious I being at mast head. the captain soon  
however joined me and we passed the time watching the  
boats and the whales. After a chase of five hours the boats  
returned with hungry crews, but without the whales. the  
cause of their not having any of the whales was thro'  
the carelessness of one of the green hands who splashed  
his oar when approaching the whale and thus frightened  
him. I had been at mast head now over six hours  
and felt pretty hungry, and it was with pleasure  
that I saw the boats return and we all then sat  
down to breakfast and a hearty one it was too -  
In the afternoon the whales were again chased, but  
without success. the Captain and crew were  
much disappointed.

Latitude 40° 40'

Latitude 40° 37'  
Longitude 39° 15'



July 3<sup>d</sup> - Last night the weather was pretty fair, the ship  
Monday steering east north east. Nothing of any interest  
whatever occurred to day and everything went on in  
good order. weather fair with a favorable breeze the ship  
going at the rate of five knots.

July 4<sup>th</sup> Weather fair all night. the vessel going at a good  
Tuesday rate and steering the same course as yesterday.  
Today being the great anniversary of our independence, I  
was naturally led to look back at this same day last  
year, to think of the difference of position in which I  
am placed: last year at home enjoying myself ra-  
tionally. this year on board of a ship ploughing the  
seas, an exile as it were from home. I thought of home,  
I thought of the doings in New York and many a time  
during the day I wished myself home. I was natu-  
rally pretty sad all day. Nothing occurred of any  
interest. An observation was taken to day at noon and  
we found ourselves in latitude  $40^{\circ}38'$ . We kept by  
the wind all day.

July 5<sup>th</sup> This morning opened with fresh winds and  
Wednesday. rough seas and it threatened to be stormy at  
seven o'clock we reefed all topsails and set the gaff  
and spanker. shortly after we close reefed fore and  
main topsails and at 9 o'clock on came a very heavy  
squall accompanied by rain. it lasted about half  
an hour. after which the weather set in quite cold.  
Latitude to day  $47^{\circ}12'$  - steered by the wind

July 6<sup>th</sup> The morning dawned with westerly winds, and  
Thursday it was somewhat squally. we steer east south  
east. we reduced sail to double reefed topsails being  
compelled to do so by the coming of a smart squall  
with rain. we to day saw a brig to the north east.  
Strong winds all day. we change our course and  
steer east north east. Latitude  $41^{\circ}02'$

July 7<sup>th</sup> This morning again stormy. brisk southerly  
Friday. winds prevailing. we set single reef topsails and  
main top gallant sail. experience much rough  
sea it being very squally and unpleasant and  
the rain falling in torrents. we to day saw some

Latitude  
 $40^{\circ}31'$

Latitude  $40^{\circ}38'$

Latitude  
 $47^{\circ}02'$

Latitude  
 $41^{\circ}02'$



fly fish, and I was much pleased with their appearance - we this evening set sail for Flores, one of the Western Islands, and expect to reach it to day, we are at present distant about three hundred miles.

July 8. Last night there were pretty heavy winds from Saturday - the south west, and the ship made good headway under fore and main top gallant sails - At seven o'clock this morning steady south westerly winds prevailed with fair weather and we set all sails, at one o'clock this afternoon the cry of 'Land ho!' was heard through the whole ship - I was then at the wheel and the land seemed like a heavy cloud - still it was land, and I cannot describe my feelings at that moment - all hands were on deck gazing at the land which was just visible - we were then distant about 30 miles. From a distance Flores looks like two islands - but on going nearer the main land was plainly seen - an observation was taken at noon and we found ourselves in latitude  $39^{\circ}40'$  - We came within a mile and a half of the island before dusk and laid off and on all night - weather pleasant and the sea calm.

July 9. This morning about a mile distant from the island - Sunday at about 8 o'clock the Captain orders two boats to be manned and goes on shore to get potatoes and onions, which he procured in exchange for oil and a few old spars - not knowing how to row extra well I remained on board ship - We were however visited by the inhabitants of the island who came out to see us in boats and brought along with them cheese, oranges and other things to trade off - some of the crew were fools enough to trade away a good portion of their clothes, but I kept silent and bought nothing - The people talk the Portuguese language, but I understood them, and made them understand me - I got some information from the natives and as far as I could understand them it was as follows - The island contains about 7000 inhabitants - It has two towns, both on the eastern side Sta Cruz and Lagens and also four villages - The chief productions are inanes, wheat of excellent



quality, cattle, sheep and hogs, cloths and rotten stuffs. The exports are, wheat, cloths, bacon, with the weed or moss called Orquilla, used for a dye. This latter is found clinging to the rocks and declivities, and is not obtainable without great trouble and danger. The island is very mountainous, but more so towards the south than the north. The land is well cultivated, and has abundance of water falling down in numerous cascades from the heights. The islands slopes to the east and exhibits small inclosures, neatly walled and well managed, white cottages are every where scattered. the people are well made, ruddy & healthy, there is one church on the island and that is catholic. We laid off and on Flores all day and the captain having returned on board in the afternoon with all we wanted we set sail and were soon out of sight of the island. A big was in sight all day latitude  $40^{\circ} 06'$

July 10<sup>th</sup> Last night had watch on deck for eight hours, but Monday the weather was good so I did not mind it. fine winds all night and ship going at a good rate. keep good look out all day for whales but could see none. nothing of any importance occurred today. enjoy good health. many of the crew sick from eating too much cheese and too many oranges

July 11<sup>th</sup> I arose this morning at seven o'clock. weather on Tuesday. pleasant promising a squall. passed the morning peeling onions to be pickled. at about 10 o'clock came the squall and a pretty heavy squall it was too, it lasted about an hour. stood very tricks at masthead and heard no whales seen today. nothing of any consequence occurred.

July 12. Last night blew quite a gale of wind. it was Wednesday my watch on deck. winds pretty strong this morning, weather fine and cool. am in pretty good spirits and ready for a whale if any comes within reach. Last evening the boats were lowered and we practised rowing. I enjoyed the exercise very well. I went to the masthead in the evening and there saw two



sails in the distance. I also had the pleasure of admiring the setting sun and it is indeed a grand sight and one well worth gazing upon. the reflection of the sun upon the waters was beautiful. beautiful weather and I feel very well and in good spirits. the night promises to be very fine. we are today in latitude  $45^{\circ}$   
July 13 Last night was as I anticipated very fine and Thursday I enjoyed the cool night breeze for four hours say from eleven to three o'clock when I retired and arose this morning at seven o'clock refreshed and feeling well. During my watch on deck last night I was struck with the beauty of the setting moon. this was the first time I had enjoyed that view and was much pleased. I passed the greater part of the morning making vakum. the weather is beautiful. tho' rather warm. We now steer by the wind and head about north east. A ship has been in sight since morning and she will overtake us when we shall be able to speak. The ship in question caught up with us at about two o'clock when we spoke her, she proved to be the "Thomas S Perkins of Boston" last from New Orleans and bound to Liverpool with a cargo of cotton. she is a large ship and a first rate sailer. We are today in latitude  $43^{\circ} 35'$

July 14. The weather last night was pleasant. it was my Friday watch on deck for eight hours. our course was to the north east. the "Perkins" was in sight about two points on the starboard four or five miles ahead of us. During the morning we overtook her and left her behind us. she is a light ship and can beat us with light winds but when there is any kind of a breeze she is no match for us and besides she carries all her royals. There was a disturbance this morning in the steerage occasioned by a quarrel between Mr Pell and one of the boat stevers. whom the former had grossly insulted. Mr Pell was expelled from the steerage. he seems to be very miserable. but it is all his own doing. placed in a first rate position and one promising to make



him wealthy - he was unfortunate enough to have money and owing to this and the company he kept he became dissipated; and though warned of the danger he was in; he disregarded all the advice of his friends and relatives and cast himself headlong into the precipice opened at his feet - what was the consequence of all this - he was turned away by his employer - his mother shortly after died - and Mr Pell owing to the effects of the dissipated life he had been leading and partly to grief became insane, and having attempted his life twice was placed in an asylum where he remained some length of time - and when he came out some two months ago his own relatives would not receive but sent him off paying his passage - he is now a miserable outcast from society wandering about not knowing where to rest his head. Such is the end of dissipation, and a severe lesson it is for him. Nothing of any importance occurred to day - several fin backs were seen -

I enjoy good health - Latitude  $44^{\circ}49'$  longitude  
 July 15 - Fair weather again this morning - almost a Saturday - dead calm - quite warm - passed the morning cleaning out boiling pots and are now all ready for a whale. The "Perkins" still in sight - I believe we are bound to the British Channel as we <sup>are</sup> steering for it. dead calm all day - in the afternoon we again exercised in the boats and after a space of three hours we returned on board and had supper - several fin back whales were again seen. I long to see a large sperm whale along side the ship - the captain thinks we will be home in less than three years - the sea seems to agree with me if I do not with it for the captain says that I have gained ten pounds since we sailed - if it goes on in this way I do not know what I will be by the time I get back home - the doors of the house will very likely have to be made larger. It is a dead calm and there are two sails in sight - one we have spoken and the other we have not been near enough to make out what she is - Latitude  $44^{\circ}14'$  long.



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July 16. It is today just one month since we sailed, but it Sunday seems to me much longer. I should very much like to be home this morning seated at the family breakfast-table instead of the steerage of the ship "Ploughboy". This morning it seems to me I see the boys coming home from school happy and content. I see them going to church peacefully by the side of my dear mother and sister, and I envy their happiness and I feel the want of a home of friends but I do not deserve friends until I make myself worthy of them and it is to obtain that end that I am now here. But with the grace of God who has thus far spared me I hope to return to the family fireside worthy of the esteem and confidence of all men. Ramsay is I trust what he should be, for it would indeed be hard if he turned out bad but he will act right and be a consolation to my poor parents. We are still in a dead calm and it is likely to continue all day. The weather is fair and pleasant neither too warm nor too cold. In the afternoon a large sun fish was seen about a quarter of a mile on the lee beam, the mate ordered his boat to be lowered and we pulled off to catch it. The mate succeeded in harpooning him and we then pulled alongside the ship and having hauled the fish in we proceeded to dissect it in which operation I took a great deal of delight. The meat is good. The skin is very thick indeed say 3 or 4 inches and as hard as a stone. By the time we got through with it it was supper time, and it being my watch below after supper I turned in and was soon asleep. From observations taken today we found ourselves in latitude  $41^{\circ}49'$  longitude

July 17. The calm still continues, and I am beginning to get Monday tired of it. I much prefer the sea when a little agitated. A barque in sight steering west could not speak her. Passed the morning clearing out the main hold. At noon one of the boat steers harpooned a fish. It proved to be an albakor which is a very fine fish and very good eating we will have some for supper this evening. This morning a spar



was seen floating at about a quarter of a mile from the ship, we lowered a boat and were soon alongside the spar. it was covered with barnacles and appeared to have been in the water sometime we brought it to the ship. An enormous blue shark was seen this forenoon close by the ship. we induced him to come near the ship by throwing overboard some sun fish and when he was near enough the second mate took a spade and with one blow almost cut off its head. we today saw several fin backs, cow fishes, black fish and porpoises but no sperm whales. Latitude 45 longitude

July 18<sup>th</sup> Tuesday. The day dawned with rather cloudy and unpleasant weather. our course being to the north east and all sail set. I learned from one of the mates that we were bound to the English Channel. I felt rejoiced at this for in all probability <sup>we</sup> would meet with vessels bound home and I would have a chance of writing home or at least to Virginia for once in the English Channel it would be an easy matter to send letters to Havre. We today saw three ships but were unable to speak any of them. we also saw a large fin back whale close by the ship. he measured about fifty feet and went along as if galled towards evening we double reefed topsails and took in the main top sail and sail. stood masthead and wheel today. Latitude 46<sup>22</sup> longitude

July 19. Wednesday. The weather this morning was, as was expected however thick and cloudy and promising to be stormy our course was north by west and the wind east by north. This morning saw a barge, one point off the starboard bow. and at about two o'clock saw a ship under full sail. today saw some blackfish fin backs, albacores and skip jacks. towards four o'clock the wind began to howl and the



waves to roll and everything promised a heavy gale - the sea rose very high and the wind blew but still the storm did not increase - We are still steering for the English Channel, and if we keep on we will be there in a few days - Latitude  $45^{\circ}28'$  longitude

July 20<sup>th</sup> Last night the winds died away and the Thursday - weather cleared up - This morning we arose with a fine breeze from the west - in the course of the morning we loosed the main and mizzen topgallant sails - and loosed the reefs of the fore, main and mizzen topsails - Saw some spars today with all the rigging attached and seemed to have been in the water but a short time - it was too rugged to lower for them too seemed to us like the main topgallant yard and royal mast - Saw a large portuguese man of war - stood masthead and wheel - latitude  $43^{\circ}47'$  longitude

July 21<sup>st</sup> The day opened with a fine smart breeze - Friday - our course being south west - at four o'clock went to masthead saw three fin backs off the weather beam - at three o'clock we hauled up the fly gib - and loosed main and mizzen topgallant sails - towards seven o'clock it began to blow we hauled down the fly gib and towards 10 o'clock the wind increasing we furled the topgallant sails and continued on our course with a stiff breeze at the rate of eight knots - I enjoy first rate health - stood masthead and wheel latitude  $42^{\circ}6'$  longitude

July 22<sup>d</sup> Fine weather and favorable winds pre - Saturday - sailed this morning - our course being north west by north and the wind north - saw nothing worth noticing today - in the afternoon the cry of 'land ho!' was heard from masthead but it was only a false alarm and we continued our course towards the Western Islands - at 7 o'clock saw a brig and exchanged signals with her, she proved to be a frenchman - latitude  $40^{\circ}08'$  long -



July 23<sup>d</sup> After a fine night's rest I arose this Sunday-morning quite refreshed and feeling very well tho' as usual on Sunday sad and rather homesick. I had not been up half an hour when the cry of land ho! greeted my ear. I ran on deck and sure enough there was land visible about 10 miles off - it proved to be the island of Gracioso one of the Western islands - caught a man of war this morning - during the course of the day we came in sight of five of the Western Islands - the weather was indeed beautiful and the ocean calm - we are going to cruise around here before we go into any of the islands - Latitude                      Longitude

July 24<sup>th</sup> We are still in sight of the islands - weather Monday - fine and pleasant - steering full and by - saw another whaleship, thought she was the Hector -

Nothing of any consequence today - from observations taken we found ourselves in latitude  $39^{\circ}16'$  and longitude

July 25<sup>th</sup> Last night was rather stormy and the mor- Tuesday - ning dawned with prospects of its conti- - nuing so - rugged all day - are no longer in sight of land - it is so rough that I can scarcely write - nothing of importance to day - Kept away from the islands towards evening - and before dark were out of sight - no observations taken to day - lat  $39^{\circ}30'$

July 26 Last night at about 12 o'clock it rained very Wednesday - hard indeed for about two hours - This mor- - ning was very rugged and stormy the waves rose higher than I had ever seen them before - continued so all day - we took nearly all sail and stood before the wind - nothing new - no mastheads to - day

July 27 - The weather was rather calmer and promised to Thursday be fair, we again made sail and steered for the islands - came in sight of Fayal at dusk - saw several whalers today among which was the Addison of the Bedford whalers generally



go by the name of blubber hunters which is a very appropriate term - as it is that part of the whale which is most valuable - saw no whales but saw blackfish - caught a shipjack from the bows and eat it for supper - it is a first rate fish - no observations to day.

July 28 - Fine weather - six ships in sight - all whalers Friday - are close in land looking out for whales - to day we began to stand mizzen mastheads - three were chosen out of each watch and I was one of those chosen out of the larboard watch - weather exceedingly pleasant and agreeable - we are now cruising off Fayal and will continue to cruise here sometime before we go on shore - and I will not be able to send any letters home - until we go on shore - several of the ships were out of sight before twelve o'clock and before three o'clock they had all vanished but one and that one was heading towards - at about six o'clock the ship was near enough to speak us - she proved to be the Gutusoff of New Bedford - just out and no oil as yet - had not seen whales at all - Being off land no observation was taken

July 29 - The fine weather still continues and it is almost Saturday - a dead calm - there being but a very slight breeze - we were close in land all day and towards dusk were just between Fayal and Peter Pico - the latter is an exceedingly high mountain - I believe some eight thousand odd feet - the sight was grand and imposing - there is about ten miles between Fayal and Pico - as yet saw no whales tho we keep a bright look out - stood wheel and masthead today - am in first rate spirits and begin to like the sea very well -

July 30 - Stood watch last night eight hours - the night Sunday - was beautiful and pleasant - though quite warm - weather today most beautiful and pleasant - this morning exchanged signals with bark Valparaiso - steered by the wind during my trick at the wheel this morning - Nothing of any importance occurred today -



August 6<sup>th</sup> The last week passed off very pleasantly. Sunday indeed the weather was during the whole time very fine and pleasant. we cruised around Fayal until Thursday when we lowered a boat and the Captain and five men went ashore. I happened to be one of those who went on shore and I was much pleased. Fayal is a small town but well situated. the houses are all built of stone and are low and mean in appearance, I must however except the English and American consuls houses, and a few public buildings. the streets are narrow and crooked and are all paved. what pleased me the most however was the market and it is really a curiosity. I cannot say much in favor of the inhabitants they are generally filthy in appearance and are of a mere <sup>an</sup> disposition, taking advantage of every one. they are always ready to steal and will not leave any opportunity of doing so pass. I remained on shore about four hours and had ample time to see all that was worth seeing. Mr. Pell left us here and was placed in the hands of the Consul by the Captain. Johnson one of the green hands being dissatisfied with the ship took this opportunity to run away and has not been seen since. he is however no great loss to us. for he was good for nothing. <sup>so says the Captain</sup> The next day not seeing any whales we put off and headed towards St. Michaels. We came in sight of this island on Saturday and will in all probability cruise here till after the full moon. We have had nothing to do but attend to the ship and are likely to be idle until we catch a whale, when we will have it hard enough. Some of the crew are rather dissatisfied and I think it very likely that there will be a mutiny before we are six months out. I hope not for I do not want to see any trouble on board.

There was some foul play about Johnsons leaving the ship, and I shall never forget what act as long as I live. For I was deeply impressed with the baseness practiced



August 13<sup>th</sup> We got in sight of St. Michael's last evening - being a week and have been cruising off the island since that time but without any success and all hands begin to feel discouraged and it is easy to be seen by their manners and their general deportment which is much different from what it was. thus far however there is no trouble, it will be full moon tomorrow or day after and I hope we will then catch a whale or two. The weather throughout the past week has been fine and rather hot - it has been a dead calm nearly all the time - and not a whale was seen

August 20<sup>th</sup> We left St. Michael's on Tuesday and on Sunday - Thursday morning were in sight of St. Mary's we passed this island and pursued our course to the Cape Verd islands. this week we saw a ship whaling and on coming near enough to speak her we found she was the Copia of 3600 barrels she had a large whale alongside - the captain lowered a boat and went on board of her - the whale was a ninety barrel one. We also exchanged signals with the Minerva - cruised about these latitudes a day or two and then kept on our course to the islands - the weather throughout the ~~week~~ <sup>week</sup> was good. it was calm nearly all the time. Captain Tabor of the Copia informed our Captain of the loss of the ship Henry of New Bedford which took place on Thursday the 3<sup>d</sup> inst on the coast of Fayal - this was the same afternoon we left that island - the Henry having gone too near the shore was becalmed and drifted on shore during the night and struck on the rocks which surround that island in great numbers - the crew were all saved but the vessel will it is feared be a total loss. This afternoon a stiff breeze from the north east sprung up and pushed us along at a fine rate say about 8 knots - course S. by E.



August 21<sup>st</sup> Matters being so arranged now that I can Monday again resume the writing up of my journal every evening, I do so with pleasure for it is an agreeable pass time for me. The stiff breeze which caught us yesterday afternoon is still favoring us, and went on increasing through the whole night and our speed was much increased say to between ten and eleven knots, which is doing pretty well and the Ploughboy shows himself truly worthy of his name. If this breeze continues we shall be in sight of the Cape de Verd islands by Sunday or Monday at latest. The breeze continues all day and we make much progress on our way. the weather is foggy and damp and altogether very unpleasant and promises to be equally. Course S by E. W

August 22<sup>nd</sup> The weather last night was rainy and Tuesday I may even say equally. the sea was pretty rough, though the breeze kept on very steady throughout the whole night and still continued so this morning. the captain says that we are in the north east trades and that the weather will be damp and rainy until we get out of them, which I trust will be soon for I do not like this weather. the breeze is as steady as ever and we make good headway on our course. all sails are set with the addition of the foretop sail studdensail and the main topgallant studdensail. nothing was seen today from mastheads and we are now two months out without being any further advanced in the object of the voyage than when we started. all the ships we have seen appear to have been lucky all having some oil if not on much and I hope it may soon be our luck to fall in with whales and to take one or two to help us along a little. Course S by E. being occupied about the ship I am unable to make any observations.



August 22<sup>d</sup> There was no change in the wind last Wednesday night and it still continues the same this morning. I had eight hours on deck last night and it was anything but pleasant it being rainy and squally the most of the time. We altered our course from South by West to South this morning. It is my forenoon watch below and I pass my time in washing myself and writing home which I do with pleasure. I stood masthead this morning from five till seven but saw nothing. The sun showed itself for about half an hour but soon hid itself again an observation was taken and we found ourselves in latitude  $24^{\circ}$  - going on at the present rate we will come in sight of land by next Sunday - nothing seen from mastheads

August 23<sup>d</sup> We are still in the trades and last night a Thursday - averaged nine knots an hour. The course was again changed to south south west - the weather is somewhat better the sun shining as bright as ever. Our speed this morning is not quite so great, but still we are going on pretty well. I stood my masthead this morning from seven till ten but did not see anything worth noticing except some flying fish which I had never before seen and was much pleased. The crew were busy this morning cleaning the guns. Nothing worth mentioning occurred during the day. We are today in latitude  $21^{\circ}$

August 24<sup>th</sup> I stood eight hours on deck last night Friday. The wind was pretty strong - fine day - still in the trades. I stood masthead this morning from five till seven but saw nothing at all. Course south by west half west. Nothing of any interest today.

August 25<sup>th</sup> The breeze kept on strong and steady Saturday all night, but this forenoon at about half past eleven it suddenly died away and we fell into a dead calm. The weather is fine



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but it is very close and warm, it is in fact about the warmest day we have seen as yet - we are making for the Cape Verde Islands and expect to come in sight of them in a day or two when I will again have a chance to write home and I will not let the opportunity pass by - course today same as yesterday -

August 26<sup>th</sup> It was my forenoon watch below today Sunday and feeling rather tired I turned in and slept soundly until roused up at eight-bells that is to say at twelve o'clock when I felt much relieved. I stood masthead as usual but saw nothing worth noticing, I also stood my trick at the wheel. course south south-west - we are in the neighborhood of the islands and will very likely see them tomorrow.

August 27<sup>th</sup> It breezed up again a little last night Monday and this morning we were going ahead at the rate of 4 knots. as I presumed land was this morning discerned at a good distance from main masthead. the weather is very close and cloudy and the heat is great - though somewhat relieved by a fine shower this morning and also this afternoon - we tacked ship this afternoon and stood away from the land - course south by west half west - before we tacked

August 28<sup>th</sup> The weather today being fine and favorable Tuesday - we lowered a boat when near enough to the land, and the Captain with the boat's crew went on shore. I did not have a chance to go in the first boat and thought I would not be able to go on shore at all, but a second boat having been lowered in the afternoon I jumped in and went ashore. I did not however have any time to see or notice anything being on shore only a few moments, but as the Captain is going to stay on shore all night some of us will again on go on shore tomorrow morning & I will try to go.



August 29<sup>th</sup> - Early this morning this morning we  
 Wednesday - ran pretty near up to the island of St  
 Page and at seven o'clock a boat was lowered  
 and I was told to take the tub car which  
 pleased me a great deal - we reached the land  
 at about eight o'clock and when we got there  
 the captain gave us liberty until three o'clock.  
 As soon as liberty was given us I set out  
 with a Portuguese to see the town of Port Praya  
 which is the largest on the island. I found  
 everything pretty much the same as at  
 Fayal so far as regards the buildings, streets  
 &c but was quite astonished to see that all  
 the inhabitants were black. After seeing all that  
 was to be seen I returned to the beach at 2 o'clock  
 and began loading the boat. We traded here for  
 hogs, fowl and fruit, which we got in exchange  
 for bread. fruit of all kinds are very abundant  
 and good and we got a good supply of oranges,  
 pink apples, bananas & coconuts which were  
 distributed among all hands, and I had a  
 good share of them. We also got a good supply  
 of hogs and fowl and at night we put off  
 for the south. The "Metikurn" of New Bedford  
 was in sight all day laying off and on as  
 ourselves - she had no oil as yet.

August 30<sup>th</sup> - Weather today pretty fair - wind  
 Thursday - moderate and we make but very little  
 headway - we find that we are almost out  
 of oil and if we do not soon get some we will  
 have to go without light - we intend to lower  
 for anything we see course to day South east  
 August 31 - Weather pleasant - it is almost a  
 Friday - dead calm - course south east. Today  
 being the last day of August reminds me  
 of two things first that it is Rita's birth-  
 day and secondly the last day of the boy's  
 vacation. I should much have liked to  
 have been at home to wish Rita many



returns of the day, but not being there I heartily wish it here. The Boys I suppose find that the vacation was too short, and are not much rejoiced at the idea of going back to school on Monday. I trust they will return there well disposed and determined to improve their time and behave themselves as they should. Father is I suppose by this time far from home.

September 1<sup>st</sup> Weather today is fair and the Saturday. minds have freshened up a little so that we make a little headway. we expect to cross the line in about a week. nothing doing today at all. course S. E.

Sept 2<sup>d</sup> It is rather cloudy today and threatens Sunday. the sea is pretty rough there being a heavy swell. as we all expected this afternoon the rain came down in torrents. and promised to do so for sometime to come. I do not fancy bad weather at sea it is dull enough on land but much more so on sea. course S. S. E.

Sept 3<sup>d</sup> Rained all night and all day today Monday. with unabated fury and still promises to continue so. we filled several casks with rain water, which we will drink up. winds very changeable and the seas heavy. course as much as possible S. E.

Sept 4<sup>th</sup> Rain still continues. nothing doing Tuesday. everything looks dull to me and I feel homesick and downhearted.

Sept 5. Last night it cleared up a little Wednesday. and this morning it does not rain at all. still it is cloudy and unpleasant we are fast approaching the line and expect to cross it from one day to the other. now preparations are making to receive Neptune. I can say nothing of him but after we have crossed the line



I will be better able to form an idea of the imposing ceremony which always takes place on board of all ships crossing the line.

Sept 6<sup>th</sup> Weather pretty fair - nothing doing Thursday - at all - all hands idle - boats crews are chosen today and I am placed in the bow boat and pull the after oar - there are nine sails in sight today all making for the line -

Sept 7<sup>th</sup> Weather continues fair - I had eight hours on deck last night and during my watch we tacked ship so as to gain more to the southward - five sails in sight this morning - nothing doing today - exchanged signals with an English man of war - nothing of interest

Sept 8<sup>th</sup> Weather fair and the winds pretty strong Saturday - this not exactly as we should like them - nothing doing but eating oranges and other fruit - nothing seen from masthead

Sept 9<sup>th</sup> Weather and winds fair - nothing doing Sunday - it being Sunday - all hands lounging about the decks spinning yarns or eating oranges - course S.W. by W

Sept 10<sup>th</sup> Weather and winds fair - from observation taken at noon we found ourselves twenty eight miles from the Line, so that we will cross it tonight

Sept 11<sup>th</sup> Weather and winds fair - as was Tuesday presumed we crossed the line last night and are now in the South Atlantic Ocean making for the Browns banks to cruise a while for sperm whales - our oil is out so we have to slush it - that is to say

use grease  
Sept 12<sup>th</sup> Weather and winds for the most part Wednesday - fair - it was little squally in the afternoon but not much of any consequence - a sail was seen from masthead heading the same



may as ourselves - she is a whaler and is I think bound to the same place as we are.

Sept 13<sup>th</sup> Weather and winds fair - made good Thursday progress during all last night - the said is still sailing in company with us and as we are about the same speed it is likely we will reach the ground together - many names are given to it but no one can say with any certainty what ship it is - the prevailing idea is that it is the Mercury - course SW half W

Sept 14<sup>th</sup> Weather and winds fair - the ship still Friday in sight astern of us - at noon we hauled back the main yard so that the ship might come up with us - it being the Captain's intention to gain - at about two o'clock we were enabled to speak the ship, she proved to be the "Hutusoff" of New Bedford. Our Captain asked Capt. Flouren to come on board and spend the afternoon ~~on board~~ with him, and this one having acquiesced ~~he~~ lowered a boat and came on board while our mate went on board the other ship - this is called gamming - at night the Capt. returned to his ship and we kept on our course. She had taken two very small sperm whales since we spoke her off Fayal, these were very small making only thirty barrels.

Sept 16<sup>th</sup> Winds and weather fair - the Hutusoff Saturday - kept up with us all night and this morning was about five miles distant on the lee beam, but she fell off gradually and at four o'clock this afternoon was almost out of sight astern of us. she is not as good a sailer as the Ploughboy - a sail was descried from masthead this morning about 2 points on the weather bow. We are gaining on her and will I think overtake her - she are today 3 months out



and have not a drop of oil to our name  
 Sept 17<sup>th</sup> Weather and winds fair - passed the ship  
 Sunday - on the weather bow last night and this  
 morning she was far astern of us. this after-  
 noon we squared in the yards and stood off  
 before the wind having set fore topmast  
 studdensail and main topgallant studdens  
 sail. We are today in latitude  $11^{\circ}45'$  and  
 going at this rate, we will be on whaling  
 ground by wednesday and then I trust we  
 will get some oil - course WSW

Sept 18<sup>th</sup> Winds this morning pretty fair - the  
 Monday - weather is damp and cloudy, and  
 it threatens rain - course WSW

Sept 19<sup>th</sup> Winds and weather fair this morning, though  
 Tuesday - it rained during last night. All hands were called  
 on deck this morning after breakfast, and they be-  
 gan to set up the rigging - we worked all day at  
 the main rigging but were not through by night -  
 nothing seen from mastheads today course W

Sept 20<sup>th</sup> Winds and weather fair - all hands em-  
 Wednesday - ployed at the rigging - we began to rattle  
 down this morning - nothing seen from mast-  
 head today - we will be on whaling ground  
 by tomorrow morning and then I hope we  
 may fall in with whales - course W

Sept 21<sup>st</sup> Winds and weather fair - finished rattling  
 Thursday - down the main and fore rigging today and  
 there is nothing left but the mizzen, which  
 will not take long, being on whaling ground  
 at night we hauled back the main yard  
 and laid to under topsails and main top-  
 gallant sail - course W

Sept 22<sup>d</sup> Winds and weather fair - watch below  
 Friday - was again given today - we are still at work  
 at the rigging, exchanged signals with a Peru-  
 vian brig of war and also gave her the longi-  
 tude - ours was  $36^{\circ}30'$  and hers  $35^{\circ}21'$  - course  
 W - nothing from mastheads



Sept 23<sup>d</sup> - It is a dead calm and weather promises to be Saturday squally. this afternoon squalls came on in quick succession and it rained abundantly for three or four hours. we wore ship several times today. at seven o'clock I took the wheel and it having cleared up a little and a breeze springing up we tacked ship and then steered by the wind heading S. - nothing seen from mast-heads today.

Sept 24<sup>th</sup> Winds and weather fair. last night it Sunday - cleared up entirely there being a stiff breeze. Saw several sails from masthead today but could not make out what they were. Since we came on the Brohus we have not seen a single spout. As usual on sundays I feel extremely dull and homesick I cannot help looking back to where I might be and where I should. Oh! that I could but live the last year over again, what a different course I would pursue! how different would be my actions! but that is past and it remains for me now to repair the injury as much as possible and to steer another and a safer course. Steering by the wind today. head-

ing <sup>ing</sup> ~~ing~~  
Sept 25<sup>th</sup> Winds and weather fair. sail seen from Monday masthead this morning - three or four breeches and one spout were also seen but nothing could be made of them. we wore ship this morning and at noon. nothing of any importance today. course by the wind or in sailor terms "full and by"

Sept 26 Winds and weather fair. last night we Tuesday "laid to" under forecail and all topsails with jib and foretopmast staysail - two sails in sight heading the same way as we are. we tacked ship at noon. nothing seen from mast-heads

Sept 27 Winds very light. but weather fair. Nothing Wednesday of any importance. a sail seen from masthead



- this morning - at dusk the sail which to be a full rigged big, under all sails and lower and topmast studdensails passed our stern at the distance of about a quarter - from the course she was steering we thought she was bound to Rio Janeiro - laid to under topsails & jib
- Sept 28 Winds continue to be light and wea - Thursday - ther fair tho' pretty warm at noon it began to be squally and promised to continue so. Nothing from masthead but a bark.
- Sept 29. Weather very squally it blowing at Friday most a gale - this morning we double reefed topsails - it was more or less squally all day, nothing seen.
- Sept 30<sup>th</sup> Weather today changeable and un - Saturday - pleasant - winds light - a great many whales were seen today from masthead, but they were not sperm, so we did not lower for them. turned the reefs out of the topsails and left the ship to the wind - a bark in sight this forenoon.
- Oct 1<sup>st</sup> Weather very unpleasant - it being squally Sunday - all day - it rained in torrents all day - this is the first day of the month and I trust before the month elapses we shall have some oil - felt dull all day.
- Oct 2<sup>d</sup> It rained all night and was very squally Monday - towards we doubled reefed topsails - employed the day in heaking out - nothing from masthead
- Oct 3<sup>d</sup> Weather changeable - dead calm today - we Tuesday set up the mizzen rigging - nothing from mastheads - turned reefs out of the topsails
- Oct 4<sup>th</sup> - Dead calm - rained all day - saw a Wednesday - good number of sharks - tried to catch one but failed - nothing going on
- Oct 5<sup>th</sup> Last night was rather squally and this morning we double reefed topsails - but in the course of the day the weather improving we turned one reef out - A big was in sight the greater part of



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the day. a large number of whales were seen  
from mastheads today but unfortunately were  
not sperm whales. this morning at about  
eight o'clock the cry "sperm whale" was heard  
from masthead. the mate ran up the fore-  
rigging but before he reached the top the  
whale had rounded. we hauled up the  
mainmast and hauled back the main top-  
sail but we did not again see that whale.  
the Captain does not think it was a sperm  
whale on account of its acting in such a  
manner. course by the wind SW by W

October 6<sup>th</sup> Weather and winds fair. all hands  
Friday at work today breaking out water in the  
lower hold on the ground tier. nothing of any  
importance occurred today and nothing seen from  
masthead. course by the wind heading mostly  
SW half W

October 7<sup>th</sup> Weather and winds. it blew hard enough  
Saturday however this morning to cause us to doubt  
use of topsails, but about half past nine the  
wind died away in a great measure and  
we set all sail again. steering by the wind  
heading mostly SW by W

October 8<sup>th</sup> Last evening a heavy squall came on it,  
Sunday lasted about an hour we singled up the  
mizzen topmast. today the weather is fine and  
the winds strong. nothing of any importance  
occurred. steered by the wind during the forenoon  
and this afternoon steered course SSW

October 9<sup>th</sup> Weather fine and winds fair. several hump-  
Monday back whales seen from mastheads today. all  
hands idle except the cooper who is employed  
making mauls and kegs for the crew who are to be  
put on allowance. course SSW

October 10<sup>th</sup> Weather and winds fair. larboard watch  
Tuesday employed today charring oak butts. humpbacks  
seen from masthead. nothing of any importance  
course W by S



October 11<sup>th</sup> Weather and winds fair - all hands employed  
Wednesday - sending down mizzen royal and topgallant-  
masts and taking in the fly jib boom. nothing  
seen from mastheads but a few fin backs - course  
SW by S half D.

October 12<sup>th</sup> Weather and winds fair. winds were quite  
Thursday - moderate during the day but towards  
six o'clock it began to blow quite strong. we  
close reefed the foretop sail. double reefed main  
and mizzen and furled the mainsail - foresail -  
jib - spanker and main spencer. we today bent  
a new foretop sail, a new jib, a foretopmast stay  
- sail and a main spencer - nothing seen  
from mastheads today - everything very dull  
on board ship - course SW by S

October 13<sup>th</sup> Weather pretty fair this morning. towards three  
Friday - o'clock however the barometer suddenly fell and  
as this is generally the sign of a gale everything was  
made fast and the boats ~~was~~ raised on the upper  
cranes towards four o'clock it began to blow in  
good earnest we took in all sail but topsails  
which we close reefed. the sea was very rough  
and washed over the ship pretty often

October 14<sup>th</sup> Last night it blew quite a gale and  
Saturday - during the middle watch the wind shifted  
when it blew a whirlwind and the ship went  
round and round it was my watch before  
the time so I did not see it. this morning  
the weather cleared off into a stiff breeze and  
we laid to all day. we caught our first por-  
poise today. it is pretty good eating - four sails  
were in sight today one on each bow and  
one on each quarter.

October 15<sup>th</sup> Weather and winds fair. it being  
Sunday - Sunday nothing doing all day. There  
was nothing seen from mastheads today  
but fin backs. everything very dull. it is  
my impression that there will soon be trouble  
on board the ship but I trust not



Monday. Weather and winds fair - nothing doing, October 16<sup>th</sup> today and all hands idle. I bleed my masthead and wheel as usual - nothing worth mentioning seen from mastheads - nothing but grumbling among the hands.

October 17<sup>th</sup> Weather and winds fair. today passed Tuesday off pretty much in the same way as yesterday and I am sorry to say that the men do not seem to be in better spirits the captain and officers look dark and I fear this is the forerunner of disturbance.

October 18<sup>th</sup> Weather fair and pretty warm. the Wednesday - winds are very light it being almost a calm. we today caught our second whale. at four o'clock we lowered all the boats for exercise and the larboard bow boat to which I belong caught a turtle.

October 19<sup>th</sup> Weather fair and warm - dead calm Thursday - today - nothing doing and nothing seen from mastheads. I feel dull and downhearted and long to be home again.

October 20<sup>th</sup> Weather beautiful but rather hot. it Friday being a dead calm - last night during the first watch the starboard watch got a porpoise. the day promised to pass off as usual when at about half past three the cry of "there go flukes" was heard from masthead and on running up the rigging the mate discerned a couple of right whales on the weather beam at about a mile off - the watch was immediately the lines put in the boats and we lowered for them - After a pull of about four hours we were forced to give them up and got on board ship by night. This is the second time we lower for whales latitude  $37^{\circ}54'$

October 21<sup>st</sup> Weather as fine as can be. it is a Saturday - dead calm - at about half past six this morning our watch was roused up and told to prepare ourselves to lower for.



wright whales - in one moment all the world is up and all hands having had breakfast the four boats are lowered, but to no effect for after a pull of three hours we were forced to give up the chase and return on board.  
Latitude  $38^{\circ}30'$

October 22<sup>d</sup> Weather and winds fair - it being Sunday no Sunday - thing going on - nothing seen from masthead but a few fin backs - from observations taken at noon we found ourselves in latitude  $39^{\circ}15'$

October 23<sup>d</sup> Weather and winds fair - as usual nothing Monday - doing and nothing seen from mastheads but a number of fin backs.

October 24<sup>th</sup> Weather fair but cold the winds blowing Tuesday - pretty strong - nothing doing and nothing seen from mastheads - this state of matters makes it very dull on board on board ship and makes one think of home - reefed topsails -

October 25<sup>th</sup> Weather and winds fair - turned reef Wednesday out of the topsails and made sail, we also tack'd ship and bore to the northward again heading, N by W nothing seen from mastheads - latitude  $39^{\circ}45'$

October 26<sup>th</sup> Weather fair and winds light - not Thursday - much doing on deck - this morning the captain broke out the slop chest and a great many of the crew got some things - nothing seen from mastheads but a sail which proved to be a brig she headed about east - course N by W latitude  $37^{\circ}47'$

Sunday.

November 5<sup>th</sup> Since October the 26<sup>th</sup> I have been unable to write anything at all on account of the weather, which has been anything but satisfactory. Thursday afternoon the barometer fell pretty low, and we prepared everything on board ship for a gale of wind and reduced the sail down to close reefed topsails and foretopmast staysails



The wind did come on strong and good and we put the ship before it we were then going at the rate of twelve knots, thus things went on until Sunday when towards dusk the gale increased to such a pitch that we were forced to lay to which we did, under close reefed, main-topsail and fore-topmast stay-sail we laid so all night and next day set the main spencer the gale then <sup>not</sup> being any abated; to make things short I will merely add that the storm did not show any signs of abating until Friday when it abated some. The sea however was still very rugged. On Thursday morning doing my trick at the wheel a heavy sea came over the ship fore and aft it took the captain and mate up the mizzen rigging and came near taking me overboard, no serious accident however happened tho' the Carpenter had his leg injured. On Saturday the 4<sup>th</sup> inst sperm whales were raised from masthead at about 7 o'clock in the morning, they were about six in number and tho' they played around the ship all day we could not take any of them. We lowered three times in the course of the day, but it was too rugged to keep the run of the whales from the boats and consequently the chance was a poor one.

Nov 6<sup>th</sup> Wind and weather fair. nothing seen from Monday masthead but finn backs we will today be on the main bank which they call good whale ground. we sounded to day and let out 80 fathoms of line but found no bottom. Latitude 44° 16' saw a sail towards noon and made her out to be a large bark.

Nov 13<sup>th</sup> The last week has passed away without Monday any incident worth recording, and therefore I did not write up my journal, we

Latitude 43° 48' Longitude 53°



cruised during the week backwards and forward from latitude  $45^{\circ}$  to  $43^{\circ}$  but did not see a single spout and but four porpoises. the weather is rather cold in these latitudes, but generally fair. we saw a sail this morning off the larboard quarter heading the same way as ourselves, but we soon after tacked ship and stood to the northward and thus soon lost sight of her. during the last few days we have seen a great many penguins.

Thursday  
November 30<sup>th</sup> Since the 13<sup>th</sup> inst I have not had any opportunity of writing up my journal but I could not however have added much for nothing of any importance has occurred since then. On the 28<sup>th</sup> the Captain being tired of cruising in these latitudes and not seeing anything ordered the studdensails to be set and resolved to point her for Cape Horn. The weather generally in these latitudes was very unfavorable and had we seen whales we should not have been able to lower. it has either been blowing a gale of wind or else it was a calm. This is the last day of the month and it makes us five months and a half out we have as yet no oil and have seen whales four times; sperm whales 2 and right whales 2. Our latitude today is  $49^{\circ}43'$  and by tomorrow noon we expect to make Falkland Islands.

December 1<sup>st</sup> Weather during most of the day fair and the winds fair, made pretty good headway under studdensails. took no observation today - sounded & found 60 fathoms  
Dec 2<sup>d</sup> Last night it was rather squally but today weather fair and winds favorable studdensails set - lat  $51^{\circ}30'$  we sounded



and found 80 fathoms water with a fine gravel bottom. If the wind continues fair we shall be off Cape Horn in a few days.

Dec<sup>r</sup> 31<sup>st</sup> Not having had an opportunity of writing Thursday up my journal since the 2<sup>nd</sup> inst. I now write pleasure since the present. We made Cape St John, which is the most eastern point of Staten Land on the morning of the 4<sup>th</sup> inst. distant about thirty five miles, we were then going along under full sail and a fair wind at the rate of 9 to 10 knots, so that we doubled the Cape before noon, and luffed to the wind. Staten Land is situated to the southward and eastward of the main land and is separated from Tierra del Fuego by the Straits of Lemaire. It is a dreary, rugged and barren piece of land, uninhabited and uncultivated. It is however, ~~inhabited~~ visited by sealers at different periods of the year, for seal are quite numerous in this quarter. As we passed the land we could easily distinguish the snow on tops of the mountains. We made good progress during the day and at night the land was out of sight astern of us. That night about 11 o'clock a heavy squall struck us, all hands were called and in a short time the ship was safely riding the gale under the close reefed mainsail and foretopmast staysail, we laid to about 24 hours and then were enabled to proceed. The next morning several sails were in sight on our weather bow, we soon however passed them and on Friday evening at 9 o'clock we found ourselves off the patch of Cape Horn, and next morning at four were off Diego, that came on board, we came up with two sails one of which



proved to be a whaler, and the other a  
 small topsail schooner, during the course  
 of the day it being calm the whaler lowered  
 a boat and the Captain came on board of  
 us, the ship was the India of New Bedford,  
 just four months out, she had 22  
 barrels of sperm oil which she took off  
 Pico, one of the Western Islands, she had  
 followed the same track as ourselves but  
 had seen no whales since she left the  
 islands, she was bound to the northwest  
 coast. She came thro' the Straits of St.  
 Maire instead of doubling Cape Horn,  
 and came near being lost on shore in  
 a thick fog, the fog cleared away just  
 in time for the ship was a 1/4 of a mile  
 from the shore. We had a good and  
 quick passage around Cape Horn, the  
 weather was not very cold, and the  
 winds were mostly favorable. We  
 shall soon be able to shape our course  
 to the northward and again be in  
 warm weather. Our highest latitude  
 was  $37^{\circ} 18'$ . During the night of the  
 13<sup>th</sup> another heavy squall struck us,  
 and the main brace having parted we  
 came near losing our main yard, but  
 fortunately it was saved. After this we  
 had fair wind and made good pro-  
 gress to the northward we averaged  
 9 knots an hour for several days. On  
 Saturday the 16<sup>th</sup> we lowered for black-  
 fish but got none, the Captain thinks  
 they were sperm whales. on the 17<sup>th</sup>  
 we chased right whales but did not  
 get any. On the 18<sup>th</sup> we spoke the "Ze-  
 lamphore" from Boston 40 days from  
 Boston and bound to the Sandwich  
 Islands.



Dec: 25<sup>th</sup> Since the 20<sup>th</sup> inst. nothing of any  
Monday - importance has occurred. we have  
since that time had a good breeze from the  
SE and have made good progress to the  
northward our latitude today being  $55^{\circ}35'$   
we yesterday saw a ship steering to the NW  
under double reefed topsails. We also again  
painted the boats and they are now in good  
order. I trust we shall soon have a chance  
of seeing them. Today is Christmas, and  
recalls to my mind the home which is now  
far behind me.

Dec: 27<sup>th</sup> Nothing of much importance has taken  
Wednesday place since the 25<sup>th</sup> yesterday we sent  
mizzen topgallant and royal masts and fore  
royal mast, also main royal yard, and put  
on mizzen topgallant sail. Our latitude yes-  
terday was  $50^{\circ}39'$  and with the wind we  
now have we shall probably run four de-  
grees we have by this morning she was  
then going 9 1/2 knots. our latitude today was

27<sup>th</sup>  
Dec: 31<sup>st</sup> Since the 27<sup>th</sup> inst. the nothing of any  
importance has occurred. we have since  
then been busy tarring the rigging. winds  
have been light & fair - but today  $20^{\circ}52'$

Jan: 7<sup>th</sup> The last <sup>week</sup> has passed away quite re-  
1847. - quickly with us. we have had hard  
Sunday work all the time. breaking out in all  
three holds - we made land on Thursday  
and have since been cruising in sight of  
land. the land we made was Peru, we  
also began to stand boats & our patches.

Jan: 26<sup>th</sup> I have lately been very negligent a-  
Friday. - but writing up my journal. not having  
added any to it since the 7<sup>th</sup> inst. but I now  
am resolved not to allow myself to be so  
again, and I therefore resume the writing of  
it daily, and will endeavour to be more at



- Active than heretofore, many things have occurred since I last had this pleasure, but not having taken note of them it may be difficult for me to record them all. I will however do my best. From the 1<sup>st</sup> inst to the 7<sup>th</sup> we were as I have already said been very busy breaking out in the holds; a few days after this blackfish were raised from underhead, and there being quite numerous and pretty handy we put the lines in the boats and lowered for them. \* The boat I belonged to, soon got fast to a large fish, and upon the fish sounding we found that the line was foul, the fish did not however sound deep enough to haul out the snail, and the irons having drawn up the fish we hauled in the line and coiled it up on the stern sheets, without however clearing the snail. in a few moments after we got fast to a still larger one, he sounded quite deep and took a good deal of line, so that when the snail came to the shore it got jammed and the fish pulling at the same time the boat was capsized and we found ourselves floating on the water and the fish all around us. I immediately swam for our boat and was soon safely lodged on top of it, the rest of the crew the rest of followed the example and were soon in a comparatively safe position. The third mate had his arm almost cut off with a lance, and so could scarcely swim, he reached the boat and held on with one arm until the snail came and picked us up. We were soon on board the ship and sounded no first haul fishing excursions. Two days after this occurrence we laid snugly anchored in the fine bay of Tanila about 3 miles distant from the little town of the same name. We laid here a week, and each watch had three days of liberty, which was bid us all good. Santa is a small vessel on the coast of Peru and is



in latitude  $9^{\circ} 52'$  south. The town contains about 300 inhabitants. The houses are but one story high and are generally made of bamboo and mortar. The inhabitants are kind and very hospitable. They are generally indolent and lazy. One old man in particular treated me exceedingly well; I had no sooner got into the town that he came to me, took my arm and forced me to follow him to his house; there I was obliged to sit down and take breakfast, he then began to converse about one thing and another, and would not allow me to leave his house until I promised to return to dinner. It was so every time I went ashore, and the last day he made me present of a fine hat, and tried to persuade me to stay with him, but it was useless, for there were persons dear to me as life who were expecting me home. Had I been friendless and without home I should have remained with him. We left "Santa" on the 20<sup>th</sup> and stood off land; nothing occurred of any importance until this morning when a large school of blackfish was raised from mast-head, we lowered and the 4<sup>th</sup> mate got one which made almost a barrel of oil. \*

Jan 27<sup>th</sup> The weather, as always is the case, on this Saturday. coast at this time of the year is beautiful tho' very warm. Blackfish were again raised today, but it being too early in the day we did not lower.

Jan 28<sup>th</sup> Fine day as could be, everything still Sunday and quiet on board. Blackfish raised but we did not lower. I passed the day reading Samartine's "Voyage en Orient" it is really a very interesting and well written book and affords me much pleasure.

Jan 29<sup>th</sup> A new week begins and we stand Monday. I trust we may get a large sperm whale, for we are now about 18 months out.



and have not a single drop of sperm oil, this begins to be rather discouraging and speaks bad for the voyage; for at this rate we shall not get home very soon. we lowered this afternoon for blackfish but did not get any.

Tuesday 30<sup>th</sup> Today is as pleasant as any one can wish. - for, the wind moderate and refreshing. We today spoke the ship "Lafayette" of New Bedford and gammed with her all the afternoon. She is thirteen months and a half out, and has but 350 bbls of sperm oil and 15 bbls blackfish oil. she saw whales 18 times during that period, and would have had much more oil, if the boat-steerers had done their duty. Last week they saw whales four days and in large numbers, they saved two small ones out of perhaps a thousand.

From the Captain of this ship we heard of the death of Capt<sup>n</sup> Cornell of the "Lancaster" belonging to the same owners as our own ship. He was killed by a man falling on him from the mizzen topsail yard, while lying off and on one of the Cape Verde Islands.

Feb 4<sup>th</sup> Since last Tuesday I have not found Sunday any time to add a few lines to my journal - we have been pretty busy during that time blackfishing, we lowered twice for them and got three. we boiled them out and with the one we had before they made us 19 barrels of oil.

Feb 10<sup>th</sup> Since I last wrote anything in Saturday my journal I have been unable to add anything my time has been employed in more urgent occupations. Since Tuesday the weather has been very changeable and we have had a good deal rain, which has rendered the weather a little cooler. we lowered once for blackfish but did not get any. We again spoke the "Lafayette" and from her we gathered the following



news. she had the day previous spoken the Congaree of New Bedford about 3 years out and only 1300 barrels of sperm oil; this ship had spoken the Coral of New Bedford also with 2000 barrels; she was 25 months; may we have the same luck. Our cooper has been suffering with the fever and ague and a good deal of my time has been devoted to him; I myself have had 3 bites - but they are now gone and I enjoy good health. the cooper is recovering and will I trust soon resume his duties.

Feb 12<sup>th</sup> Saturday night I was quite unwell. Monday and did not get any sleep during the whole night. I felt about the same all day yesterday, and had the chills several times during the day; today however I feel much better. Nothing at all is going on and every thing is very dull! We today head W and it is rumored that we are bound to the off shore ground.

Feb 19<sup>th</sup> Last Tuesday I was taken down with Monday. the fever and ague. I took an emetic and felt much better, I had but one ague and the fever did not remain on me over and day and a half. I am now however again pretty well and trust I will not again fall sick. Nothing has been doing and nothing of any importance has transpired. We saw one ship; she was under a very heavy press of canvass, and shaped her course as near as we could see to the Sandwich Islands. Latitude 2° 40' south longitude 95° west

Feb 22<sup>nd</sup> Nothing of any interest whatever has Thursday occurred since Monday and nothing has been seen from masthead save a few porpoises and cowfish. We are now to the



northward of the line and I see the waters of the North Pacific for the first time. Today is my birthday and I now begin a new year with a firm determination to attend the end for which I am now an exile from home. I today form new resolutions and with the help of God I shall follow them with fidelity. I am now 18 years old.

July 23<sup>d</sup> Friday - The weather is fine and pleasant. There is nothing at all doing - nothing seen from mastsheads today - last evening lowered for blackfish but did not save any - we are going along sharp on the wind and heading S by W

March 14<sup>th</sup> 1849

Wednesday - It is now almost a month since I have added any to my journal - it is not however altogether my fault for during the past month I have been quite unwell and unable to write. I now take the first opportunity to relate what has taken place during that time. On the 2<sup>d</sup> inst we gammed with the ship Messenger - she was 19 months out and only 550 barrels of sperm oil - she had seen several ships, & all appeared to be doing well. The next day we spoke the "Catawba" of Nantucket 10 months out, 300 barrels. On Sunday the 4<sup>th</sup> inst sperm whales were raised from mastshead at about 9 1/2 o'clock there were some to leeward and some to windward the 2<sup>d</sup> and 3<sup>d</sup> mates were ordered to lower and pull to windward - while the 1<sup>st</sup> and 4<sup>th</sup> mates went to leeward. We pulled to windward like good fellows and got pretty handy to the whales but finding it of no use to chase them we gave up the chase and returned on board at about 1 o'clock. We had been on board ship but a few minutes, when the Captain sang



got whale in lat 4° 30' south - long 104° west - 80 fms

out that our boat was fast and ordered us to lower away the boats and pull down to the whale as soon as possible we lowered set our sails and pulled off, we were but a short distance off when the 3<sup>d</sup> mate cried out that the boat was capsized. we kept on pulling but by the time we got down there the men were picked up and the 4<sup>th</sup> mate came out to us to fasten to the whale ~~and fasten~~ our boat - then pulled up to the whale and the boatsteerer gave him two irons - after a short time we ~~the~~ the whale. The ship then ran down to us and took the whale alongside. After we got aboard a sad story was told us. the mates boatsteerer was killed and the mate himself almost eaten up by the whale who held him in his jaws for a considerable time. The mate still lives but is in a dangerous state. The next day we cut in the whale, made sail and shaped our course for Otaheite one of the Society Islands, where we intend to leave the mate. the whale made us about 80 barrels. we are now 9 months out. <sup>#, March 14</sup> Latitude 12° 20' - Longitude 121° west -

March 14, 1849

End. under and with gave  
of full writing of this journal for last  
of time, etc. in need of more

Flora  
Fauna  
Cape Verde Islands  
Banks  
Cape Verde

Sept. 16<sup>th</sup>  
3 mos. and not a drop of oil  
out 18-22  
Whale



Incidents of a Whaling

Voyage, around Cape Horn in the Ship - Plough-  
boy [1848-49] Philon - Master [of New Bedford, Mass.]

\* Folio, unbound, pp. 48. \* Written by an educated boy bet-  
ween his 17th + 18th. Birthday - sent to Sea for some misdeed  
which he refers several times. This Journal covers a period of  
months. June 16th. 1848 to March 14th. 1849. when the first  
Sperm Whale was taken and rendered 80 bbls. oil - at a cost  
of one man killed and a mate almost chewed to death in  
the jaws of the whale. The writer evidently gave up any  
further writing of this Journal thru lack of time + for other  
reasons as the contents would indicate. Mentions numerous other  
whales met by the Ploughboy. and other happenings on board. A  
most interesting Journal

Separate of N. B.  
Company of N. B.  
Journal of death of Capt.  
Cornell of the Lancaster  
belonging to same owners  
as the Ploughboy. killed  
by a man falling on him  
from the mizzen topsail  
yard. Feb 19 into the sea.  
taken down with the fore and  
a gun

Set first Sperm Whale on  
lat. 40° 30' South. long 134°  
West - (80 Bbls. Oil) but  
one boat captured - one boat  
steerer was pulled out of the  
water almost eaten up by whale  
which held him in his jaws a  
considerable time - 9 M. without

Nov. 30<sup>th</sup> 54<sup>th</sup> Mo  
out - Jan. 29<sup>th</sup> 1849

Thos. [unclear] had his  
Mate [unclear]  
run out off by the  
- when by captured  
in light of the [unclear]  
Black fish

Message  
Capt. [unclear]  
New Bedford

Messrs Thomas S. Perkins of  
Boston  
Arrived of New Bedford Capt. Slocum  
Kutus off of N. B.  
Copia (Capt. John) John member  
Minerva } of new death  
informs re loss of Ship  
Henry of New B. wrecked  
on coast of Brazil  
Metikun of N. B.  
India of N. B. Capt  
Ferguson of  
Boston

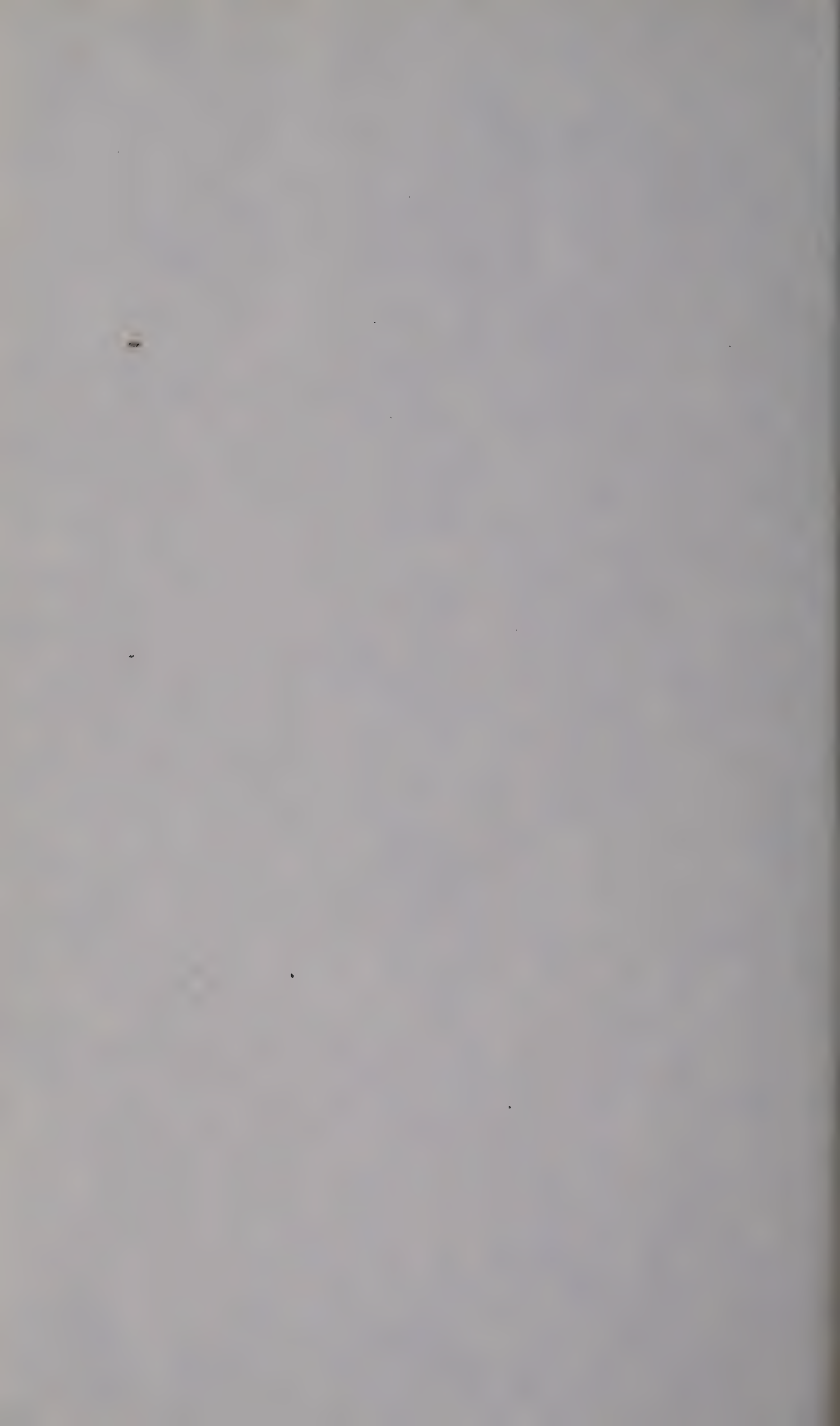






























The first of these is the fact that the American Medical Association is a voluntary association of physicians and surgeons. It is not a government agency, nor is it a corporation. It is a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community. The second fact is that the American Medical Association is a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community. The third fact is that the American Medical Association is a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community.

### CONSTITUTION OF THE ASSOCIATION

#### ARTICLE I. THE PURPOSE OF THE ASSOCIATION

The purpose of the Association is to promote the health of the people and to improve the medical profession. It is to be a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community. The Association is to be a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community. The Association is to be a body of men and women who are interested in the health of the people and who are willing to work together for the betterment of the medical profession and the service of the community.



